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C 5381
25X1A

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

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NO. OF PAGES 1

NO. OF ENCLS. 8 (sketches)
(LISTED BELOW)

25X1X

SUPPLEMENT TO

COUNTRY

Hungary

SUBJECT

Navigation Hazards on the Danube

AN ENCLOSURE ATTACHED

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1. The attached material is sent to you on loan. Please return it at your convenience.

25X1

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1) The green signals (on the left bank) for navigation & orientation during the night and day.

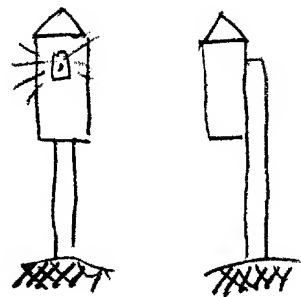
2) Stone wall which is pushing the water into the navigative current, particularly necessary when the water level becomes low.

3) ADA was made by the river current and streams, and has only very few trees on it.

4) Sunken ship "HRVATSKA" (Yugosl. steam ship). Ship was sunk by a mine in 1944/5. Nothing since has been done about it because the ship is unrepairable and in foreign territory.-

- see the sketch III.-
 -continuation-

1) The red signal, same is the green signal. The cabin is white and so is the pillar.



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Site Piszke

DANUBE

Km 1740
KARVA village

Legend:

- 1) red signal lamp (on the shore) for night and day navigation.
- 2) town SABATLOMY (Ungar) where is cement factory on the coast.
- 3) a black buoy signaling a dangerous spot on the right bank of the river.
- 4) a sunken barge.

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navigation channel

road ref.

SABATLOMY
Km 1738

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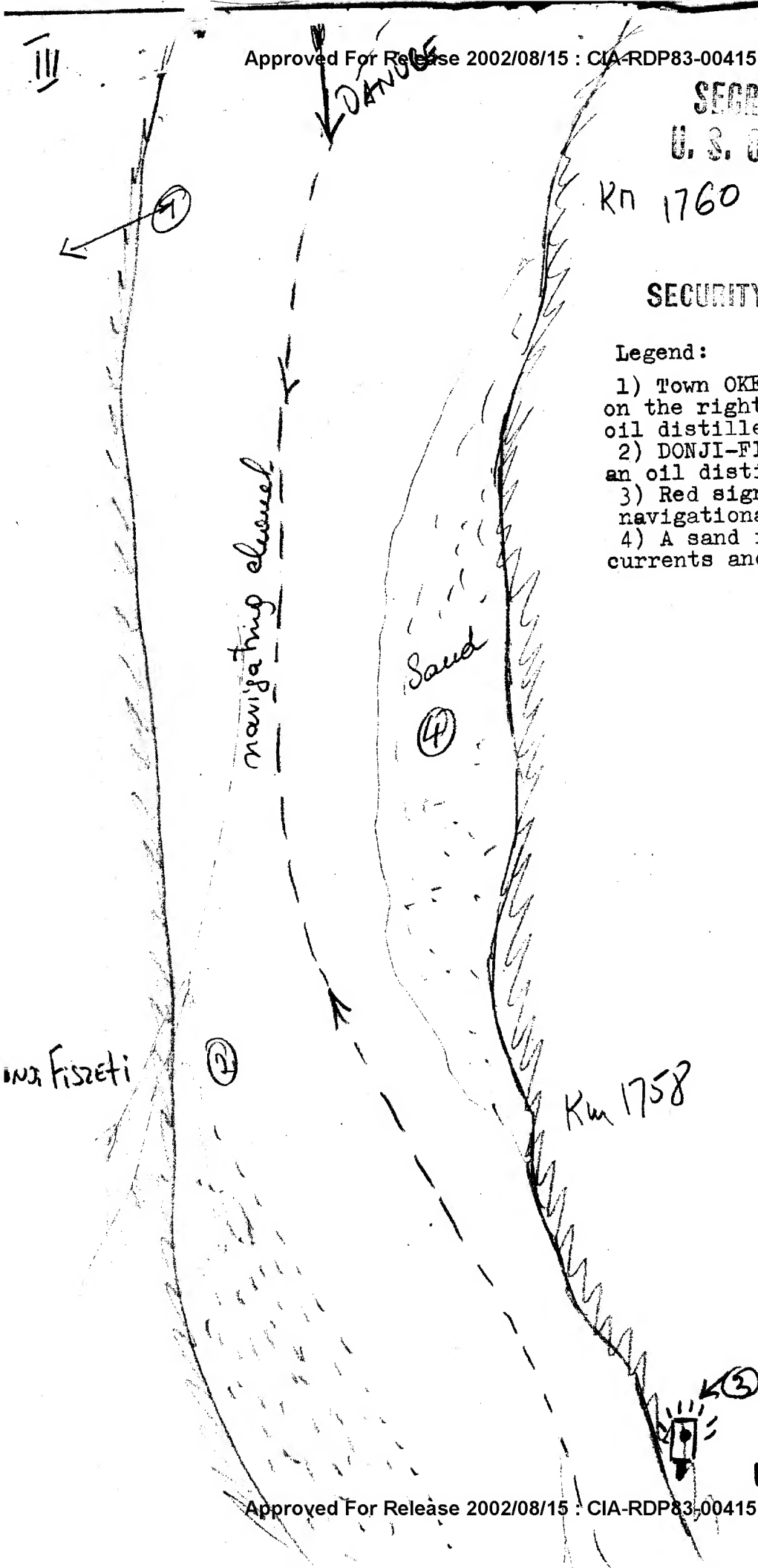
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Km 1760

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Legend:

- 1) Town OKENJ (Ungar), located on the right bank and has an oil distillery.
- 2) DONJI-FISZETI (Ungar) has also an oil distillery.
- 3) Red signal (left bank), for navigational purposes.-
- 4) A sand raft, made by the currents and changable in size.



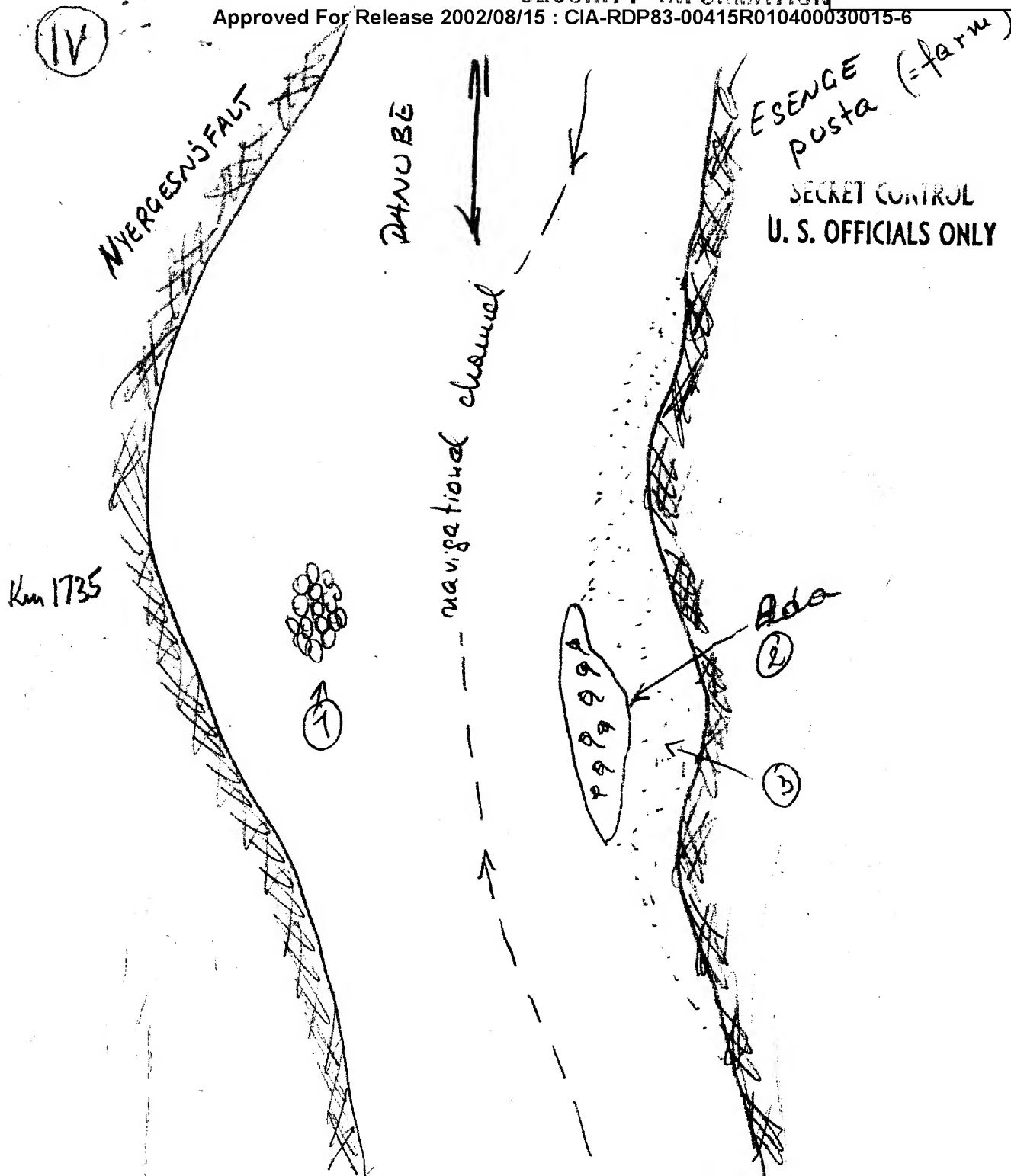
Donji Fiszeti

Km 1758

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IV

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Legend:

- 1) stones about 100cm under the surface. Budapest - marked with a black buoy.
- 2) ADA (the sand island made by river's streams and currents.
- 3) sand benk.

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KM 1728

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Legend:

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- 1) sunken ship "Regenzburg" and sunken barge G.F.
- 2) sand bank.
- 3) place where the coal is loaded coming from the mine nearby.
- 4) steel bridge for rail and wagon traffic. The bridge has been repaired 1951, and is linking the Hungary with Csekosl.
- 5) EBED has 2.50 met when Budapest's level-meter shows 200cm. Below that level the navigation becomes difficult.
- 6) town PARKANY (Csekosl) custom and border.
- 7) ESTERGOM (Hung) bigish town.
- 8) buoy (black) marking the right bank.
- 9) buoy (red) merking the left limit.

HUNGARY

KMxi7

CZECHOSLOVAK
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Km 1721

Km 1721

Božji KOPEC

⑦ Km 1719
estergom

PARKANY

!! see the sketch in cont.

DANUBE

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Legend:

- 1) sunken barge.--
- 2)(?very low water level) "KEVEZD" which is forming this narrow sleeve.
- 3) passage for the ships used only on high water levels when Budapest shows more than 500cm on the level-meter.
- 4) floating red signal lamp.
- 5) stone wall (barage) serving for obtaining the necessary debt.
- 6) coastal green signal lamp.
- 7) floating green signal lamp.
- 8) undersurface stone marked with a red buoy.

- 6) coastal green signal lamp.
- 7) floating green signal lamp.
- 8) undersurface stone marked with a red buoy.

HUNGARY

Km 1714

sand bank

ground

navigation

sand bank

sleeve KRON

CZECHOSLOVAKIA

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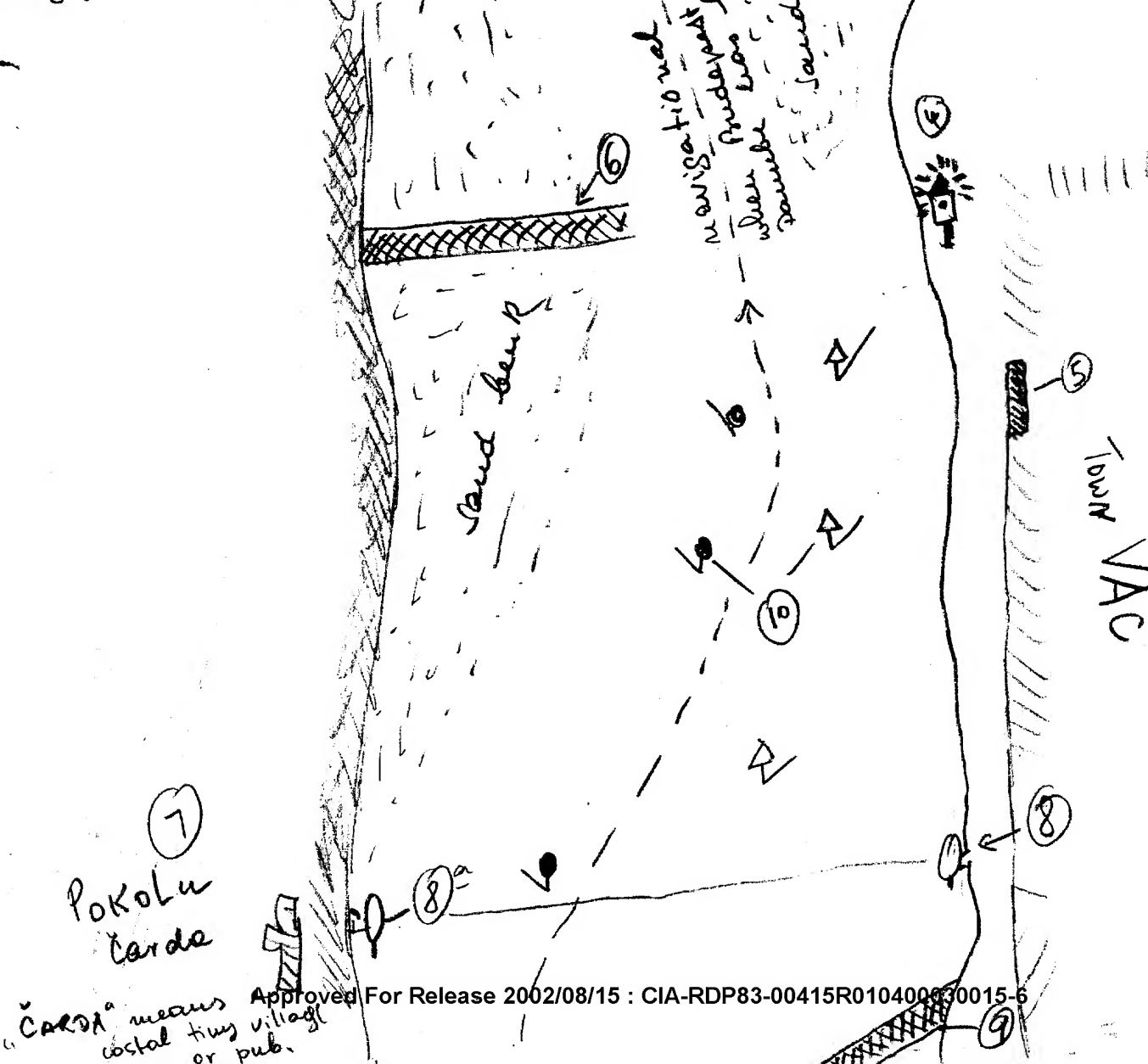
HELEMBIA

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KM 1682-3

Legend:

- 1) Ada "KORNKETE SIGET" with a forest.
- 2) green coastal signal.
- 3) floating red signal lamp.
- 4) coastal red signal lamp.
- 5) VAC's jail, having about five buildings.
- 6) stone wall (barage) for obtention of water debt.
- 7) very small village.
- 8) the deck for the ships well as for the ferry (motor).
- 9) one km long stone wall.
- 10) buoy signaling a narrow passage.



VIII.-

Km 1676

DANUBE

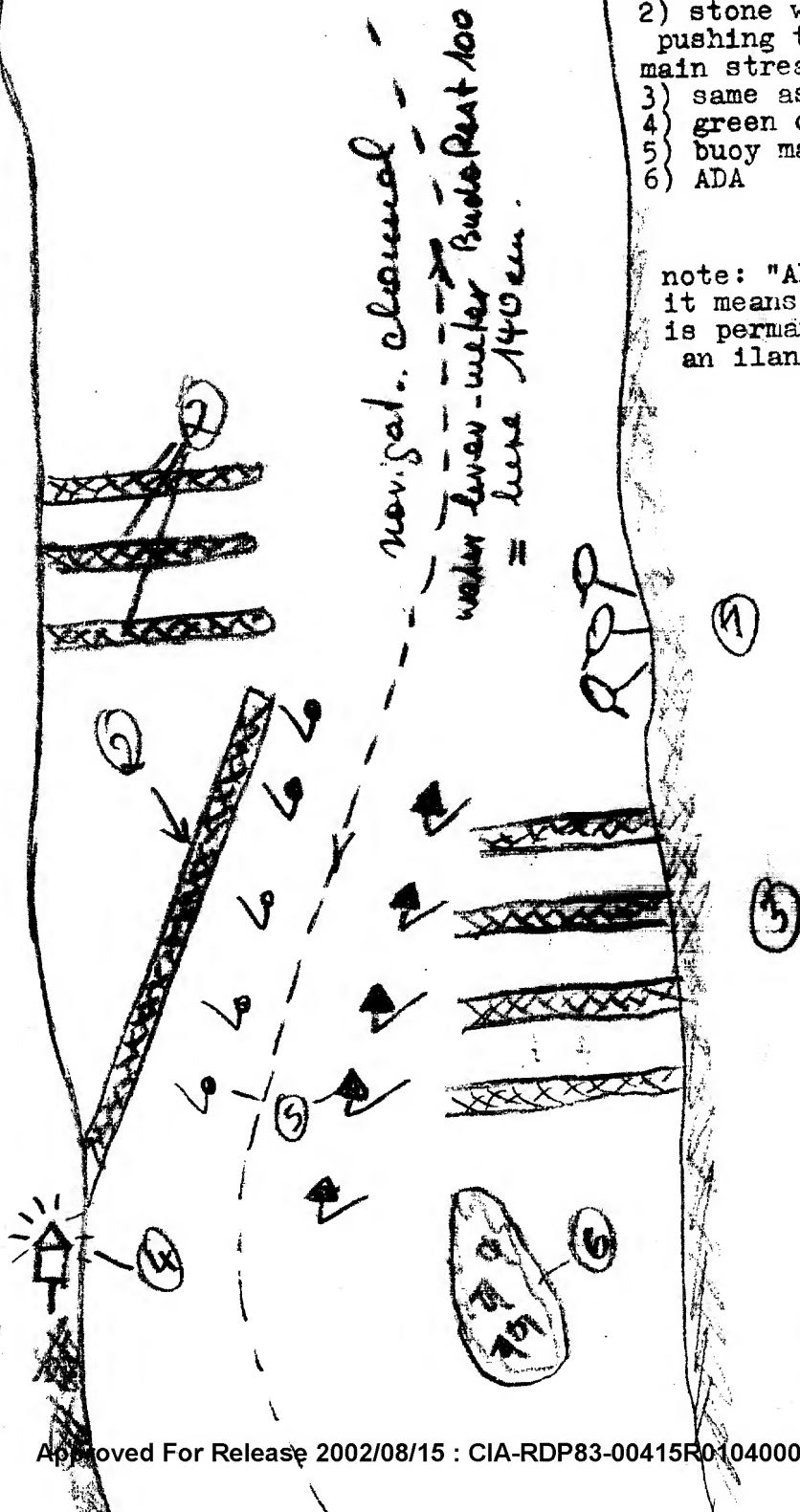
GÖD plicak.
(plicak" means the spot
where the water has no
more than 40 to 50 cm.)

Legend:

- 1) sunken various objects.
- 2) stone wall (barage)
pushing the water into the
main stream.
- 3) same as 2.
- 4) green costal signal lamp
- 5) buoy marking the passage
- 6) ADA

note: "ADA" is not a name;
it means a sand benk which
is permanent and became
an island.

1672



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FDD Abstract of []

German Democratic Republic

CHANGES IN THE 1951 INVESTMENT PLAN OF THE HV METALLURGY (5 pp; German; []

25X1C

25X1X

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The additional amount of 4,110,000 Deutsche marks for the Doehlen High-Grade-Steel Plant's investments, which had been approved by the 9 August 1951 session of the Ministerial Council, is to be utilized for other purposes. Reason: The funds had been earmarked for a 580- rolling mill with auxiliary installations (all to be supplied by Czechoslovakia) and for the construction of a factory hall for this rolling mill. Information from Czechoslovakia indicated that the installations will not be delivered for quite a while.

Therefore, HV Metallurgy asked the State Planning Commission to permit the use of this money for vital GDR projects which ~~are designed to~~ contribute to increased production of various GDR enterprises.

The 4,110,000 Deutsche marks are to be used for the following purposes (all figures in 1,000 Deutsche marks):

1. Hennigsdorf	11	11. Burg Rolling Mill	266
2. Brandenburg	40	12. Schmalkalden Ferromanganese Ore Works	100
3. Groeditz	50	13. Michael Niederkirchner, Ilsenburg	162
4. Kirchmoeser	600	14. Schoeneweide Drawing Works	67
5. Maxhuetten	140	15. Velten Gray Gray-Iron Foundry of the	
6. Chemnitz Tube and Cold-Rolling		Steel and Rolling Mill "Wilhelm Florin",	
Mill	482	Hennigsdorf	1,060
7. Lugau Praema (Precision Machines)	31	Roller housing	26
8. Brotterode Drawing Work	35	16. Maxhuetten (Mines)	410
9. VVB Berlin WZ* () *	11	17. Berlin People-Owned Trade Center for	
10. Halsbruecke Foundry	55	Scrap (VHZ Schrott)	564
	1,455		2,655
			1,455
			4,110

* WZ = rolling and drawing mills

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Total 4,110

Out of the five pages three offer justifications for the proposed expenditures (listed above). For example, requests under numbers 1-4 are for expansion of heavy-plate production. Number 6: The cessation of imports of steel tubing for bicycles made it necessary that the Chemnitz plant increased its annual capacity of that product from 1,500 to 3,200 tons. Principal need: a building to house the machinery (machinery will have to be rebuilt). Number 10, Halsbruecke, needs an additional 55,000 Deutsche marks to purchase a platinum-vacuum smelting installation (Platin-Vakuum-Schmelzanlage) at 80,000 Deutsche marks.-- Reason for additional sum required under number 15: Costs for repairs of the gray-iron foundry were considerably higher than originally anticipated. The amount under number 16 is required for the expansion of ore-mining capacity from 180,000 tons in 1952 to 400,000 tons in 1953.

The above are random samples of justifications for the requested investment expenditures. In some cases the justifications are very detailed.

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11 February 1952 25X1A

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